

REMOVAL AND REPLACEMENT GUIDE FOR THE HYDRAGAS DISPLACERS ON AN MGF

MGF

Part Number: **RP1974R**

IMPORTANT SAFETY INFORMATION AND POINTS TO NOTE BEFORE FITTING THE RECHARGED HYDRAGAS UNITS – PLEASE READ CAREFULLY AND REFER TO WORKSHOP MANUAL PROCEDURES

- Rimmer Bros accepts no liability for any accidents, injury or damage to persons or property sustained during the installation or operation of this product.
- Ensure your existing units are returned promptly for your surcharge refund so we can continue operating this service.
- Eye protection is highly recommended during fitting.
- The front units have the recharging valve protruding horizontally from the top of the displacer and the rears facing upwards at an angle.
- The valve on the top of the displacer has been fitted to enable the recharging of the unit with nitrogen, this valve must not be touched or interfered with.
- Ensure the unit is not dropped on the valve as this could be hazardous due to high gas pressure in the unit.

QUALITY PARTS AND ACCESSORIES



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- Under no circumstances must any attempt be made to pump fluid into this valve.
- The suspension should be pumped up in accordance with the workshop manual, with the existing valves provided. The valves are located on each suspension pipe at the front of the car, under the bonnet and behind the plastic cover.
- Ensure the 'O' rings on the ends of the suspension pipes where they fit in not the Hydragas units are present and not split before fitting the units.
- Ensure you pump the suspension up with the correct Hydrolastic fluid and not oil based fluid. If a unit is returned under warranty and we discover that oil-based fluid has been used – the warranty will become void.
- After fitting and pumping up the fluid, the car should be driven for approximately 1 mile, preferably over bumpy roads and then returned to a level surface. The final height adjustment is to be carried out with the handbrake off and in neutral. It is normal for a considerable loss of height after the first drive after fitting. This is not a fault. In the following months after fitting – another top up of fluid may be needed as the units settle down.

See RB video: www.youtube.com/watch?v=JHf2MPgOtUc

(If you are operating a smart phone on a recent iOS & Android software – open your camera app over this smart code)



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REMOVING AND REPLACING THE FRONT DISPLACERS

1. Jack up the car, place car on axle stands and remove all four wheels.
2. Remove the plastic cover from under the bonnet.
3. Attach the suspension pump (available separately) and depressurize fluid on both sides.
4. Remove both brake servo bolts nearest to the driver's side and slacken the other two bolts a few turns.
5. Disconnect the wiring from the master cylinder cap, lift out the servo from its mountings, leaving pipes and linkages connected to gain access to the left-hand displacer unit suspension pipe.
6. Undo the suspension pipe nut and when the nut is fully unscrewed, twist the pipe to break the seal and then withdraw, ensure the 'O' ring is present on the end of the pipe.
7. Remove the three plastic scrivenets from the wheel arch liner, this allows flexibility of the liner to access the Hydragas unit retaining plate bolts.
8. Undo the shock absorber lower bolt and remove.
9. Undo the four bolts and remove the displacer retaining plate (upper bolts do not have captive nuts)

Repeat the process except for the brake servo for the right-hand front displacer

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REMOVING AND REPLACING THE REAR DISPLACERS

1. Remove the wire engine cover.
2. Unplug and remove the ECU and relay bracket to gain access to the left-hand rear displacer suspension pipe.
3. Unplug the carbon canister, move to one side and undo the suspension pipe nut, when fully unscrewed, twist the pipe to break the seal and withdraw. Ensure the 'O' ring is present on the end of the pipe.
4. Undo the shock absorber bottom bolt and remove.
5. Remove the four displacer retaining plate bolts (the upper bolts do not have captive nuts).
6. Carefully lever up the displacer piston with a bar to clear it from the knuckle joint rod, recover the spring.
7. Ease the displacer forwards and upwards then work it though the gap.
8. The right-hand rear is a similar process but undo the coolant bottle bolts and lift the bottle out of the way with the hoses still connected, this gains you access to the suspension pipe.
9. Refitting is a reversal of the removal process, ensure the 'O' ring is not dislodged when inserting the pipe into the displacer unit union.

A good degree of manual dexterity is required to carry out the removal and refitting of the units.

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